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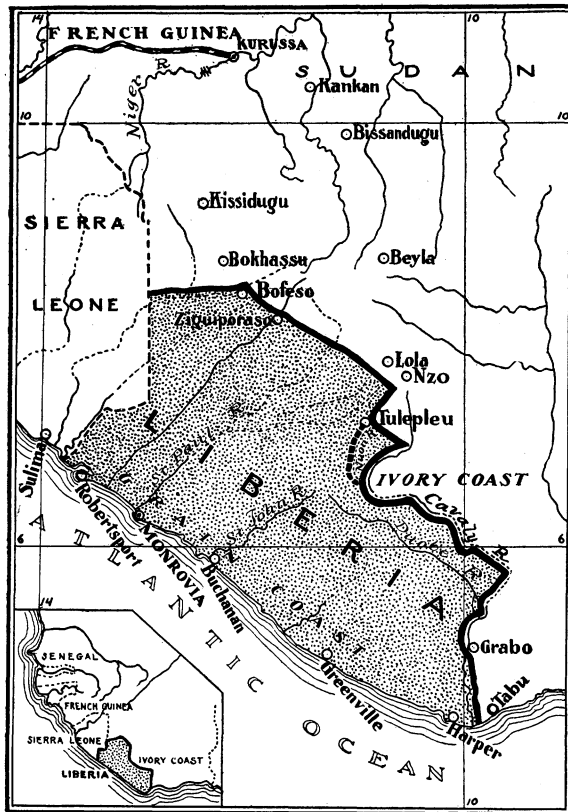
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LIBERIA'S NEW BOUNDARY.

This sketch map of the boundary between Liberia and the French possessions in West Africa is based upon a map in *A Travers le Monde* (*Le Tour du Monde*, No. 45, 1907). The agreement concerning the frontier was reached during the recent visit of President Barclay of Liberia to Paris.



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The agreement is practically that suggested by France two years ago according to the reference in Sir Harry Johnston's *Liberia* (Vol. 1, p. 311). It involves the surrender by Liberia of territory to the north of the Cavally river, an area of about 2,000 square miles in the extreme upper basins of the St. Paul and Lofa rivers. On the other hand, it gives Liberia a tolerably well-defined boundary from a

geographical standpoint, in place of the previous, purely conventional boundary.

A short stretch of the eastern frontier is still involved in doubt, because of the insufficiency of our geographical knowledge. The agreement stipulates that the boundary shall follow the course of the Nuon river to its confluence with the Cavally, and then follow that river to the sea. It is not certainly known, however, whether the Nuon is really a tributary of the Cavally; therefore it is provided that if it is found that the Nuon does not unite with the Cavally the line shall run south-east from Tulepleu to the upper Cavally, leaving the Nuon to the west and giving Liberia a little more territory.

Twenty-five years ago this month a treaty was made between France and Liberia fixing the boundary between their possessions. It failed of effect because the geographical notions on which it was based were shown to be worthless.

While Liberia loses territory heretofore claimed in the northeast and in the upper basins of the St. Paul and Lofa rivers, her territory in the southeast widens enough to make up the loss in the north.

GEOGRAPHICAL RECORD.

AFRICA.

THE AFRICAN TRANSCONTINENTAL TELEGRAPH.—Sir Lewis Mitchell, in an address before the Society of Arts, London (*Jour. of the Soc. of Arts*, No. 2822), said that the wires of this line had been erected for 1,584 miles. The starting point is Umtali on the Mashonaland Railroad, and it follows northward the eastern boundary of South Rhodesia, traverses Portuguese East Africa, crosses the Zambezi at Tete and serves the well-known missionary centre of Blantyre, runs through the coffee growing districts of the Shire Highlands to Fort Johnston on the south coast of Lake Nyasa; then advances through the entire length of British Central Africa, touching at many rising villages on the west coast of the lake and following these shores to the north end, whence it crosses to the south end of Lake Tanganyika, and follows the east coast through German territory to Ujiji, its present terminus. It is already serving many public and private interests, assists in the preservation of law and order and is of great and growing commercial value.

HAIL AT CAIRO.—According to *Nature*, Nov. 7, 1907, a remarkable hailstorm occurred in Cairo on Oct. 21, preceded by lightning from 6 to 7:30 P.M. The hailstones averaged about an inch in diameter, the largest ones measuring up to 1.4 inch. The storm lasted a quarter of an hour. Such storms are very rare in Egypt. The sudden downpour of hail caused great excitement among the na-